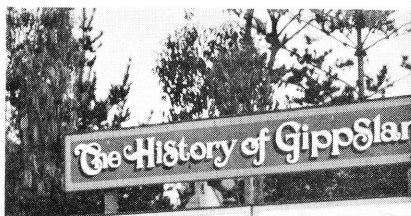
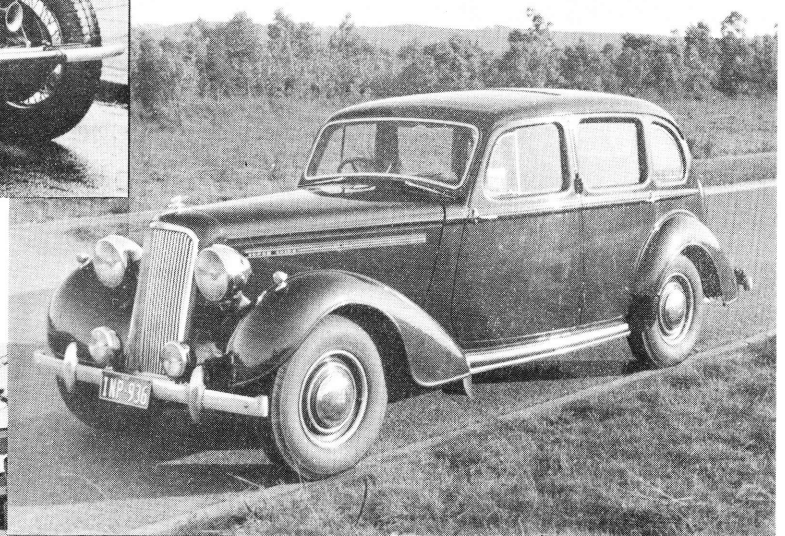
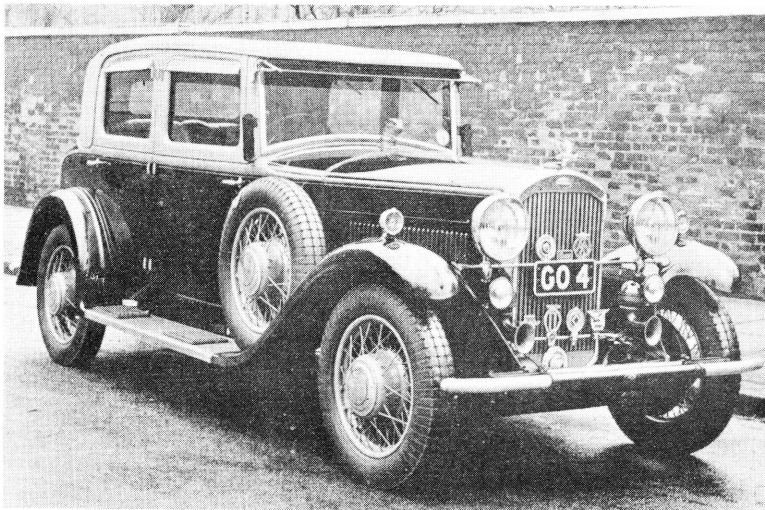


THE HUMBERETTE

OFFICIAL NEWSLETTER OF THE



May 1979



THE HUMBERETTE

MAY 1979

PRESIDENT'S REPORT

OUR RUN TO THE UPPER YARRA DAM, WITH THE WOLSELEY CAR CLUB WAS VERY ENJOYABLE INDEED. THE WEATHER, DESPITE A NOT SO GOOD FORECAST, TURNED OUT TO BE JUST FINE, AND IT WAS A VERY PRETTY RUN TO THE DAM. AFTER A GOOD LUNCH, THE WOLSELEY C.C. WON THE TOSS AND SENT US INTO BAT; JOHN BROWNE & TOM McALPINE QUICKLY HIT UP THEIR 20 RUNS EACH, THE MAXIMUM ALLOWED FOR EACH BATTER. I'M NOT SURE XX WHAT THE REST OF US DID, BUT APPARENTLY IT COULDN'T HAVE BEEN MUCH, AS WE WERE BEATEN BY ONE RUN. ANYHOW IT WAS ALL A LOT OF FUN, AND ONE OF THE BEST DAYS WE HAVE HAD.

THIS OUTING WAS FOLLOWED BY A VERY INTERESTING GENERAL MEETING. OUR GUEST SPEAKERS, BRUCE & GEOFF CHAMBERS, GAVE US A VERY XM INTERESTING TALK ON THE HISTORY OF THE ROOTES GROUP IN AUSTRALIA, AND ALLOWED US A VERY GENEROUS QUESTION TIME. BRUCE CHAMBERS VOLUNTEERED TO COME ANOTHER NIGHT, AND SPEAK TO US ON THE FUTURE OF PLASTICS IN THE CAR INDUSTRY, AND WE CERTAINLY INTEND TO TAK HIM UP ON THAT OFFER.

WE HAVE ANOTHER INTERESTING GUEST SPEAKER FOR OUR MAY MEETING, DR. MAX LAY, WHO IS THE HEAD OF THE AUSTRALIAN ROAD RESEARCH BOARD. ROADS, TRAFFIC AND ROAD LAWS HAVE CHANGED A LOT OVER THE LAST FEW YEARS, AND WE HAVE BEEN FORTUNATE IN BEING ABLE TO GET DR. LAY TO SPEAK TO US ON THE LASTEST DEVELOPMENTS IN ROAD RESEARCH, SO DON'T MISS THIS ONE.

LOOKING FORWARD TO SEEING YOU AT SOVEREIGN HILL ON THE 20TH AND AT CAMBERWELL ON THE 25TH, NOT FORGETTING ECHUCA; QUEEN'S BIRTHDAY WEEK-END.

REG HATTERSLEY.

MINUTES OF APRIL GENERAL MEETING:

55 MEMBERS ATTENDED

MEETING OPENED 8.20PM

- 1) PRESIDENT WELCOMED VISITORS & NEW MEMBERS.
- 2) APOLOGIES - LOU COPELAND, HERB PERKINS.
- 3) MINUTES PASSED - MARCH MEETING.
- 4) CORRESPONDANCE PASSED
- 5) TREASURERS REPORT - \$1463
- 6) SOCIAL REPORT - DETAILS OF SOVEREIGN HILL
- 7) EDITOR'S REPORT - NIL
- 8) TECH. OFFICER'S REPORT - NIL
- 9) BOB KENNEDY THANKED CLUB FOR FLOWERS
- 10) A.M.C. REPORT - NIL
- 11) PETER DAVENPORT DONATED HAND BOOK OF MK IV HAWK.
- 12) PRESIDENT GAVE RESUME OF CRICKET MATCH WITH WOLSELEY C.C.
- 13) PRESIDENT WELCOMED GUEST SPEAKERS.
- 14) JOSEPH SPENCER SUGGESTS THAT THE HCCV ORGANISE ITS OWN CLUB ROOMS
- 15) NANCY BUTT SUGGESTED NAME TAGS BEARING H.C.C.V. INSIGNIA.

MEETING CLOSED 8.45PM.

SECRETARY'S NOTES

WON'T BE WITH YOU FOR THE MAY GENERAL MEETING AS WE ARE GOING TO THE UNITED STATES FOR A BIT XX OF A LOOK AROUND AND MAYBE I'LL HAVE SOMETHING TO WRITE ABOUT ON THE AMERICAN AUTO SCENE. WE WILL MISS OUT ON THE ECHUCA STEAM RALLY WHICH IS DISAPPOINTING - ITS A GREAT WAY TO SPEND THE WEEKEND.

A COMMITTEE HAS BEEN ELECTED TO ORGANISE A BRITISH DAY. THIS MEETING WILL BE HELD IN FEBRUARY OR MARCH 1980, POSSIBLY AT ONE OF THE MAJOR RACE COURSES, AND ONLY BRITISH MADE VEHICLES ON DISPLAY. THE COMMITTEE WAS ELECTED BY MEMBERS ON CAR CLUBS PRESENT AT A SPECIAL MEETING DESIGNED TO ORGANISE THE SAID EVENT, AND THE H.C.C.V. WILL SUPPORT THE EVENT BY ATTENDANCE AND ANY CO-OPERATION WE CAN GIVE THEM.

THE ATTENDANCE AT THE APRIL MEETING WAS ENCOURAGING AND I AM SURE THOSE IN THE THEATRETTE ENJOYED EVERY MINUTE OF IT. AT THE JUNE MEETING I'LL DRIVE ALONG AN OBJECT PURPOSELY PLACED IN THE VEHICLE AT THE TIME OF PRODUCTION THAT MUST HAVE DRIVEN THE OWNER AND DEALER CRAZY AT THE TIME - IT WAS ONLY BY CHANCE THAT I FOUND IT DURING A QUICK RE-BUILD I'M REFERING TO THE SERIES IV ESTATE.

DES JUDD

SOCIAL NOTES:

SOVEREIGN HILL RUN

THE H.C.C.V. HAS BEEN MOST FORTUNATE THIS YEAR IN THAT FOR EVERY SOCIAL OUTING THE WEATHER HAS BEEN PERFECT AND LOST XXXX SUNDAY WAS NO EXCEPTION. IT WAS MOST PLEASING TO DRIVE INTO THE COLES NEW WORLD CAR PARK AND SEE QUITE A GOOD TURNOUT OF HUMBERS. COL MCKENZIE WAS THERE IN HIS "NEW" SERIES 111 SNIPE WHICH HE HAD PURCHASED THE DAY BEFORE. REG HATTERSLEY WAS CHAUFFERING THE "DOC" AND MARY AND THE "DOC" REALLY LOOKED THE PART WITH HIS HAT AND CANE.

SOVEREIGN HILL RUN (CONT.)

THE DRIVE TO BALLARAT WAS A PRETTY ONE AND WAS DONE WITHOUT INCIDENT EXCEPT FOR JOHN BROWNE'S MK 111 SHEDDING THE TREAD FROM ONE OF HIS TYRES (I HID MY HEAD IN SHAME - REG HATTERSLEY THOUGHT I WAS SLEEPING!!) ANYWAY CHRIS WEBB AND REG HATTERSLEY CAME TO THE ~~KKXX~~ RESCUE WITH A 1934 HAND PUMP (THE SPARE WAS NEARLY FLAT) AND BETWEEN THEM THEY PUMPED UP THE TYRE WHILST THE DOC RECORDED IT ON FILM - SHOULD PROVE AMUSING. WE ALL ARRIVED IN BALLARAT AND PROCEEDED TO SOVEREIGN HILL. FOR THOSE OF YOU WHO HAVEN'T BEEN TO SOVEREIGN HILL IT IS SOMETHING REALLY SPECIAL AND THE DISPLAYS ARE NEARLY ALL WORKING EG. SMITHY'S SHOP, FOUNDERY ETC. A TOUR OF THE UNDERGROUND MINE PROVED INTERESTING AND WHOEVER SAID "THE GOOD OLD DAYS" MUST HAVE ENJOYED WORKING IN APPALLING CONDITIONS DIGGING WITH A PICK FOR 48 HOURS A WEEK FOR £2.10.0.

MEMBERS ATTENDING

PETER & LEE SCHOFIELD MK VI HAWK
COL & LORNA MCKENZIE SER 111 SNIPE
REG & MARION HATTERSLEY SER VA SNIPE
HAROLD & ADELAIDE UNDERWOOD SER VA SNIPE
PETER DAVENPORT SER V SNIPE
CHRIS & JANET WEBB SER IV SNIPE
JOHN & MAKIE BROWNE MK 111 SNIPE
LES & BEV LINDORF MK111 SNIPE
JOSEPH & MARY STENCE SER VA SNIPE
DES & DENISE JUDD HOLDEN
SID & GWEN HUMPHRIES

SOCIAL NOTES (CONT.)

ECHUCA STEAM RALLY

ALL BOOKINGS HAVE BEEN FINALISED FOR THE ECHUCA STEAM RALLY. IF THERE ARE MEMBERS WHO WOULD STILL LIKE TO GO FOR THE WEEKEND THEY CAN CONTACT MARIE BROWNE WHO WILL LET THEM KNOW THE LOCAL MOTELS ETC.

THE MAIN PART OF THE RALLY IS HELD ON THE SUNDAY AND FOR THOSE MEMBERS WHO DON'T MIND THE 130 MILE TRIP IT MIGHT BE WORTHWHILE TO COME UP FOR THE ~~XXX~~ SUNDAY ONLY. THE RALLY IS HELD AT THE ~~XXXXXXXXXXXX~~ ECHUCA SHOWGROUNDS AND THE H.C.C.V. WILL BE PARTICIPATING INSIDE THE GROUNDS. THE H.C.C.V. HAS ALSO ARRANGED A BBQ FOR SUNDAY EVEING SO IF YOU ARE PLANNING TO ATTEND FOR THE SUNDAY ONLY AND INTEND STAYING FOR THE BARBY PLEASE LET MARIE KNOW OR BYO MEAT. (YOU CAN PHONE MARIE ON ~~24~~ 754-2981 WORK OR 758-7526 HOME).

MEMBERSHIP SUBSCRIPTIONS

THANKYOU VERY MUCH TO THE MEMBERS WHO HAVE ~~XXXXXX~~ PROMPTLY PAID THEIR ANNUAL DUES. A FULL MEMBERSHIP LIST DETAILING NAME, ADDRESS AND CARS OWNED WILL BE ATTACHED WITH THE NEXT NEWSLETTER.

IAN FOREMAN

SNIPES SNIPPETS

DID YOU KNOW ONLY AUTOMATIC SERIES CARS WERE AVAILABLE IN AUSTRALIA?

DID YOU KNOW GMH ASSEMBLED HILLMANS JUST AFTER WWII AND THE ONLY WAY THEY COULD TELL THE DIFFERENCE BETWEEN THE HOLDEN AND HILLMAN BODY SHELLS WAS TO STICK THE HILLMANS UPSIDE DOWN!! HMM

PETER DAVENPORT HAS TRIMMED HIS BEARD.

HOPE THAT JOAN HOLMES HAS RECOVERED FROM HER ALLERGY BE THE TIME SHE READS THIS NEWSLETTER.

DES AND DENISE JUDD ARE NOW ENJOYING THEMSELVES ON THE WEST COAST OF THE XXX U.S. - LUCKY THEM.

SCHOEIELDS SEEN DINING IN THE BACK OF A TANDEM TRAILER AT SOVEREIGN HILL.

COL McKENZIES NEW SER 111 HAS TOWBARS ON BACK AND FRONT - MUST MAKE IT EASIER TO GET OUT OF TIGHT PARKING XXXX SPOTS!!

CAR FOR SALE: 1965 ~~XXXXXX~~ SERIES 5 SNIPE, REASONABLE MECH. IMMACULATE INTERIOR. AIR CONDITIONER \$300 MR. WHEATLEY 707-3268.

ACCENT ON MORE POWER WITH THE LATEST HUMBER SNIPE

With English manufacturers who produce the larger and more expensive car, there is a trend towards abandoning traditional style and adopting more modern lines. The idea behind this, of course, is to gain a maximum advantage from the full width body style. The new Humber Snipe looks impressive in its modern styling and portrays a further trend towards improved get-up and go.

Perhaps the most impressive feature to my mind was the starting increase in performance this new Snipe had over its predecessors. The new Blue Riband power unit is silky smooth and silent and without any undue fuss will lift the car to 70 m.p.h. in a remarkably short space of time from a standing start. What is also amazing is its value - it has just been reduced to £1,834, which includes sales tax.

SMOOTH SUSPENSION

The front suspension is by a double transverse wishbone and coil spring arrangement, with telescopic shock absorbers located inside the coil. At the rear, semi-elliptic springs are used in conjunction with telescopic shock absorbers. This suspension proves its worth over bad roads and even on fast cornering there is no point for criticism. Pot holes did not cause the front end to bottom and its effectiveness could be gauged in the fact that pitch over undulating surfaces at speed was not apparent.

LIGHT HANDLING

The steering requires more turns from lock to lock than is usually expected from an English car - but when one considers the good turning circle of 40 feet, the necessity to get the front wheels around with the minimum of effort at the steering wheel, $4\frac{1}{2}$ turns of the latter, are not unreasonable.

All the controls are light and from the woman's point of view this car would be very easy to handle. The clutch, gear change, brake pedal pressure and steering being as gentle as that found normally in a light under 10 h.p. car.

CORNERING IS SAFE

There is a certain amount of body roll, but sharp corners can be taken in a vigorous fashion. An extremely energetic driver would be able to hold the car in a drift on a long bend with opposite lock employed. In the case of cars similar to the Humber specifications, where sports car handling is not expected, impressive power on the rear wheels is a great advantage when keeping the car under control. On dirt roads any slide could be immediately checked by tramping on the throttle through corners. The 7.00 x 15 tyres did not cause excessive squeal when cornering on bitumen.

BRAKING

The Lockheed brakes are of the two leading shoe type in the front and at the rear a leading and trailing shoe is employed. The drums are large, being 11 inches in diameter, with a shoe width of $2\frac{1}{2}$ inches. From speeds near the maximum no fade was experienced and it was possible to pull the car up in a reasonably short distance.

PERFORMANCE SHOWS IMPROVEMENT.

The maximum speed of the new Humber Super Snipe is over 10 miles per hour better than its predecessor, and the whole accent of the new design is centred on increased performance.

Top gear performance is not as good as large American cars, but the inclusion of the four-speed gearbox and extremely willing third gear, which is capable of pulling the car to 75 m.p.h., makes free use of the gearbox beneficial. English cars have never pretended to be top gear pluggers and the Snipe is no exception. On the other hand this car makes up on acceleration from as low as 10 m.p.h. in top without snatching by reason of its smooth and willing motor.

With regard to its cruising speed one can sum it up by saying the car can be held indefinitely at any speed below 75 m.p.h. without exceeding the ideal piston speed of 2,500 feet per minute.

During acceleration runs when the motor was almost peaked in the gears no undue noise was audible.

SYNCHROMESH ON FIRST

The adoption of synchromesh for first gear is excellent feature and although a certain amount of effort was required to change down into this gear it could be used to good advantage when baulked on a steep hill. The gear lever is fairly short and a commendably small movement is required for selecting the various ratios. The final drive ratio is high in top gear at 3.7 to 1.

As with all Rootes cars the gear changes can be made very quickly without fear of beating the synchromesh.

BODY WORK - FINE FINISH

The interior and exterior finish of the bodywork is well finished and one of the fine points of this car. When viewed from the front the new Snipe has an air of solidity and although the overall design is not in the super streamlined class its quiet dignity and well balanced lines are evident. A good feature is the counter balancing of the bonnet lid, which required no effort to raise. Items such as the battery, carburettor and electrical system can be reached without having to go into contortions.

The luggage compartment is large and is capable of taking in a good quantity of luggage without making it impossible to remove the vertically mounted spare wheel in the case of an emergency.

A fairly large window area all-round gives the driver good vision. The instruments are placed in the centre of the panel and are shielded to prevent reflection in the windscreen at night. An oil pressure gauge, water temperature gauge, fuel gauge and ammeter are provided. The two-speed self-parking windscreen wipers are a good feature in heavy rain. The reversing lamp is illuminated with the headlamps on and the engagement of reversed gear.

The comfort of driver and passengers has been borne in mind by the designers with the high seating position, comfortable seats and front and rear armrests. The front seat is adjustable for both height, rake and leg room.

I WAS IN A CAR CRASH.....

One moment the three of us were travelling along the country road, in the doctor's late model, high-powered car, chatting right merrily about the agricultural show which we had hopes of visiting that afternoon. Conversation centred around the prize Jersey cows entered in the show by our farmer passenger, and no one noticed the speedometer reading, least of all the doctor who was driving.

That we were going like a "bat out of Hades" with its wings singed didn't register with any of us. Who cared, anyway? The road was good, the car fast and comfortable and the traffic almost nil.

Hurtling into a road junction - it came. There was a sudden yowling of tyres as they dug into the gravel road, accompanied by an ear-piercing squeal of quickly applied brakes.

"This is it!" yelled the farmer, and the next thing we knew was the harsh metallic screech of metal on metal as we saw the bonnet of a car trying to bury itself into our flank. The farmer, sitting sideways, with legs crossed in the front seat, had no time to save himself. He threw up a protective arm to shield himself but the violence of the impact catapulted him head first through the windscreen.

Hugging the back of the front seat with the strength of desperation I hung on for dear life, as my spine tried to mix it with my stomach. The car rocked and before I finally landed on my back on the floor I could see the doctor bracing himself to take the final crash, as we bounced across the road and through a wooden fence, before settling in the back yard of a country corner store.

The doctor was unhurt, although he shook splintered glass out of his hair. The other car, a convertible, was slewed into the ditch with a body sprawled over the bonnet. Four other bodies were scattered over the road.

No one was killed, but three people were in hospital for a long time.

The experience was nightmarish, and the emotional experience of shock on the point of impact between the two vehicles beggars description.

What did I learn from the experience? Three things which have been written into the "Rules for Good Driving" issued by the National Safety Council.

1. Always concentrate on your driving and never let your conversation or that of your passengers distract your attention from the road.
2. Always give way to the vehicle on the right.
3. Always drive at a speed that ensures safety to other road users.

- by the "Observer"

MOTOR CYCLISTS NOT TERRORS OF THE ROAD

Contrary to general opinion, motor cyclists are not responsible for road accidents any more than other road users. So said Mr. J.P. Reid, Secretary of the New South Wales Road Safety Council, when he addressed motor cyclists at the Motor Hall recently. Motor cyclists, he said, had

EDITORIAL

FOR ALL THOSE PEOPLE THAT KEPT THEIR FINGERS CROSSED - THANK YOU. THE GARAGE IS STILL UP AND CONCRETED INTO THE GROUND SO I'M GETTING THERE SLOWLY.

ON THE WAY TO SOVEREIGN HILL ONE OF THE TYRES ON THE MK 111 DECIDED TO THROW THE TREAD FROM THE CASING - YES THE TYRE WAS A RECAP AND I BELIEVE THAT RECAPS ARE PRONE TO THIS SORT OF DAMAGE.

THE SPARE TYRE I TOOK OUT WAS A LITTLE ON THE FLAT SIDE BUT REG HATTERSLEY'S PUMP SOON FIXED THAT UP. ON MY MK111 I HAVE A PROBLEM WITH A COUPLE OF BUCKLED WHEELS WHICH I INTEND TO GET RE-ROLLED SHORTLY. ITS HARD TO IMAGINE A WHEEL LIKE THE MK 111'S BUCKLING BUT APPARENTLY THEY DO SO AND THEY INDUCE A SMALL BUT ANNOYING VIBRATION IN THE CAR - AND I USED TO THINK IT WAS MARIE! OTHER THAN THAT THE CAR IS BEHAVING ITSELF THOUGH I'M LOOKING FORWARD TO WHEN THE GARAGE IS FINISHED SO I CAN REALLY GET STUCK INTO A FEW SMALL ITEMS THAT WILL SOON NEED ATTENTION. FOR THOSE OF YOU WHO THINK THAT THE MK 111 IS A PETROL GUZZLER, SHE RETURNED 17 MPG ON THE BALLARAT TRIP, NOT BAD FOR 4.1 LITRE AND 2 TON.

TALKING OF THE MK111, AT THE LAST MEETING WHERE BRUCE AND GEOFF CHAMBERS WERE OUR GUEST SPEAKERS, THE LAST QUESTION ASKED TO GEOFF (TECHNICAL REP. FOR ROOTES 1953-64) WAS "WHICH WAS IN HIS OPINION THE BEST HUMBER MADE" - HE QUOTED THE VIEW OF A COLLEAGUE WHO HE SAID WAS AN EXPERT ON HUMBERS AND THE ANSWER WAS "THE LAST OF THE MKXX SIDE VALVES" GOOD ON THE MK111's - I'VE BEEN TELLING MEMBERS THIS FOR YEARS AND NOW THEY WILL HAVE TO BELIEVE ME!!

EDITOR